

Sergeant Paul A. Buckles of the Potter County Sheriff's Office.

Chief of Police Lee Dixon of the Little River-Academy Police Department.

Chief of Police Michael Pimentel of the Elmendorf Police Department.

Border Patrol Agent Tyler R. Robledo.

Senior Deputy Jessica Laura Hollis of the Travis County Sheriff's Office.

Sergeant Michael Lee Naylor of the Midland County Sheriff's Office.

Deputy Sheriff Jesse Valdez, III, of the Harris County Sheriff's Office.

Constable Robert Parker White of the El Paso County Constable's Office.

Sergeant Alejandro "Alex" Martinez of the Willacy County Sheriff's Office.

Mr. Speaker, all of these officers died because they were wearing the badge. As a former prosecutor and a former judge, I have known a lot of police officers. I have known some who have been killed in the line of duty. They, like Officer Moore, represent the best of America.

This week, other police officers throughout the country will be wearing the black cloth of sacrifice over their badge or their star, showing respect for those who have fallen in the line of duty in this country.

So we thank the families of the fallen. We thank the fallen for what they have done. We thank all of those who still protect and serve America. They are the best we have.

And that is just the way it is.

TRANSPORTATION FUNDING

The SPEAKER pro tempore. The Chair recognizes the gentleman from Oregon (Mr. BLUMENAUER) for 5 minutes.

Mr. BLUMENAUER. Mr. Speaker, as the clock ticks down, May 31—18 calendar days and 6 legislative days away—is the expiration of the latest of now 24 short-term extensions that are testimony to Congress' inability to face up to America's transportation challenges.

As I predicted last summer, States around the country are now cutting back on their summer construction projects because Congress has not met its responsibility for the transportation partnership.

Why is it that five States have been able to raise the gas tax this year, 19 States have raised transportation revenues in the previous 2 years, and we in Congress are confused and in disarray? We have to think of elaborate mechanisms to enact short-term patches and not give America the certainty of a big, bold 6-year transportation reauthorization the country needs.

Maybe it is because we never listened to the strong voices with real experience about those needs. It is past time to have that broad perspective.

Maybe if we had 2 days of honest-to-goodness hearings like legislative bodies do in the States, like we used to do in Congress, it wouldn't be so hard.

What if we invited Richard Trumka, the president of the AFL-CIO, and Tom

Donohue, the president of the U.S. Chamber, who don't usually agree on much of anything, but do on this? Or, former Kansas Governor Bill Graves, who is not just president of the American Trucking Associations but was a Republican Governor who raised the gas tax not once, but twice.

What if we invited former Mayor Bloomberg, Governor Schwarzenegger, and former Governor Ed Rendell? What if we brought in the head of American Road & Transportation Builders Association, Dr. Pete Ruane? The electrical contractors are in town this week. They could tell us. I have got a great constituent, Ted Aadland, who used to be chair of AGC.

There are countless people, government leaders, and legislative leaders who have stepped up and met their responsibility, all expecting that Congress would do its part.

These experts, leaders, and politicians know what the problem is. They fashion solutions. And they are willing to give the politicians in Congress cover to do something that appears hard only in the abstract.

There is broad consensus for the same solution that was advocated by Ronald Reagan, who in 1982 raised the gas tax. Or, Dwight Eisenhower, who helped establish the gas tax for the modern transportation system. It is hard only because we don't do our job.

The leaders who say the gas tax is off the table never explained why it is off the table and, more important, have not allowed the experts and advocates from around the country to come and make the case.

Republicans took control 55 months ago, and we have not had a single hearing on transportation finance before the Ways and Means Committee. Not one hearing. Maybe if the Ways and Means Committee would do its job, not with a carefully scripted, selected couple of witnesses that reaffirm somebody's biases, but the people who actually head the organizations that do this work, that understand the need, that have helped States around the country meet their responsibilities, maybe we could act. I suspect after 2 full days of hearings, the American public and the rest of Congress would get the message.

It doesn't have to be this hard. Show some courage, show some vision, show some action. Maybe then we won't have a 25th short-term extension. What country became great building its infrastructure 9 months at a time? Maybe we could finally enact a 6-year robust reauthorization that would solve this problem for the current administration and the next and put hundreds of thousands of people to work at family wage jobs.

Let's end this hopeless charade that somehow it is too hard for Congress to do what happens in New Hampshire, South Dakota, Georgia, Wyoming, Utah, and Iowa. Let's get a grip, people, and do our job and listen to the experts.

No more evasion, gimmicks, and short-term extensions. Raise the gas tax, put those hundreds of thousands of people to work rebuilding and renewing America. Make our families safer, healthier, and more economically secure.

STANDING FOR LIFE—WE MUST NOT REMAIN SILENT

The SPEAKER pro tempore. The Chair recognizes the gentleman from North Carolina (Mr. WALKER) for 5 minutes.

Mr. WALKER. Mr. Speaker, I rise today to speak on behalf of those who cannot speak for themselves.

As I consider the current state of our Nation's debate about abortion, I am a bit puzzled when I hear the word "health care" in discussing such a topic.

Unlike procedures for common ailments that would be typically associated with the term "health care," abortion has as its very object the taking of a human life. The term "abortion" forces the question: What—or, better said, who—is being terminated? Without a doubt, it is clear that abortion ends the life of these little human beings.

Many will want to discuss health care today, but I ask: Who is responsible for the health care of the baby? Who among us is assigned to protect this most precious life?

Each baby bears the unique imprint of our Creator, with goodness, truth, and beauty to offer the world. Yet these children will never be able to grow, play, dream, and reach their full God-given potential.

My wife, a nurse practitioner, and I faced a very unexpected pregnancy in our late thirties. After the shock wore off, we embraced the idea of a new little girl who would be part of our family. In fact, I have decided to bring a picture of her today.

I have a great screen shot of the ultrasound 3 months into the pregnancy. Interestingly enough, we never referred to her as fetus number three. We called her Anna Claire. Just like any of you, parent or grandparent, we all take great pride in displaying new life.

Please allow me to make this clear. I don't speak ill of or despise anyone who has made a fateful but very difficult decision. As a former minister, I have seen the anguish and the hurt both before and after what can be an excruciating process.

Yet today, we are faced with an historic decision that has nothing to do with trade or with budgets but, rather, has everything to do with life. In this moment, we have the opportunity to address something that many countries have already outlawed.

Though many of us would prefer legislation that would go even further, this bill would impose a simple restriction that follows naturally and universally shared rules of humanity and